

Appendix G-9

Description

Traffic Slideshows from March 24, 2015 and April 28, 2015 Public Hearings



Tuckahoe Center

Traffic and Transportation



Site Generated Traffic Volumes Definitions

- Trips are composed of several components
 - Pass-by Trips These are trips that originate from existing traffic passing the site (average of 36%, up to 57%)
 - Diverted Link Trips These are trips that are already on the roadway system and divert to the site (20% to 50%)
 - Internal Capture Trips These are trips that serve to visit more than one use on the site (combined trip)
 - Primary Trips These are NEW trips that are brought about by the presence of the use on the site. These are almost always home to site to home. (25% to 48%)

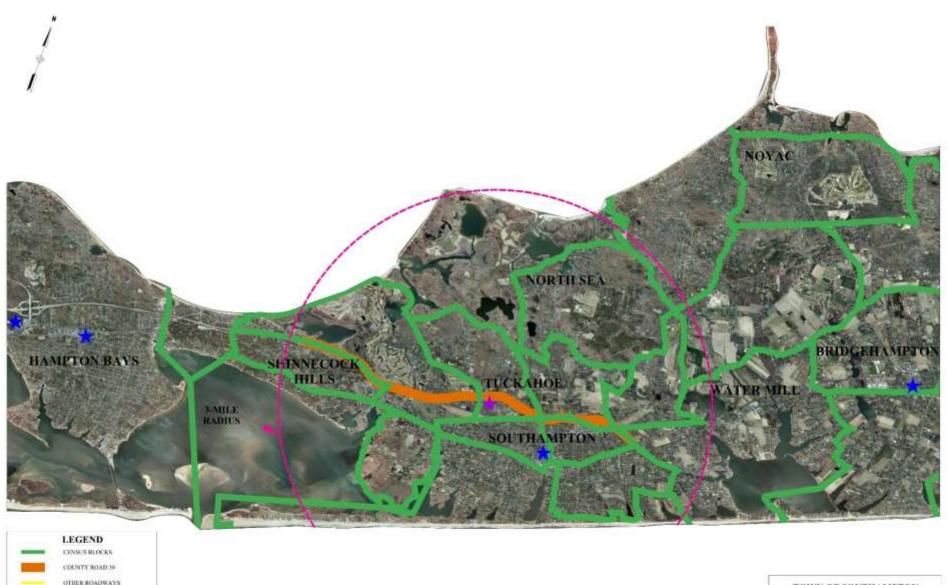
Tuckahoe Center Trip Generation

Trips	AM Peak Hour		PM Pea	ak Hour	Saturday/Sunday Midday		
	Entering	Exiting	Entering	Exiting	Entering	Exiting	
Total Site Trips	147	100	331	331 327		342	
Pass-by Rate Applied	25%		25%		25%		
Pass-by Trips	37	25	83	82	90	85	
Total Primary Trips Modelled	110	75	248	245	268	257	

- Combined entering and exiting (same vehicle)
- Arrive and leave from multiple directions (never seen in one place)
- These trips, as modelled in the TIS are very overstated
 - Low pass-by assumption
 - No diverted link credit
 - No credit for existing uses on the site
 - No credit for currently existing supermarket trips

Reduction in Vehicle Miles Traveled

- The establishment of a new supermarket does not create new supermarket customers
 - Households are already doing their supermarket shopping at existing markets
 - The trips that will occur to this supermarket are in large part already happening
 - They will simply be re routed into this site
- Providing a new, closer shopping opportunity will reduce the total length of trips overall that are associated with supermarket shopping
 - The trips will still occur but they will be shorter
 - Vehicle Miles Traveled analysis in the Traffic Impact Study indicates a reduction of 690,000 Vehicle Miles Traveled annually

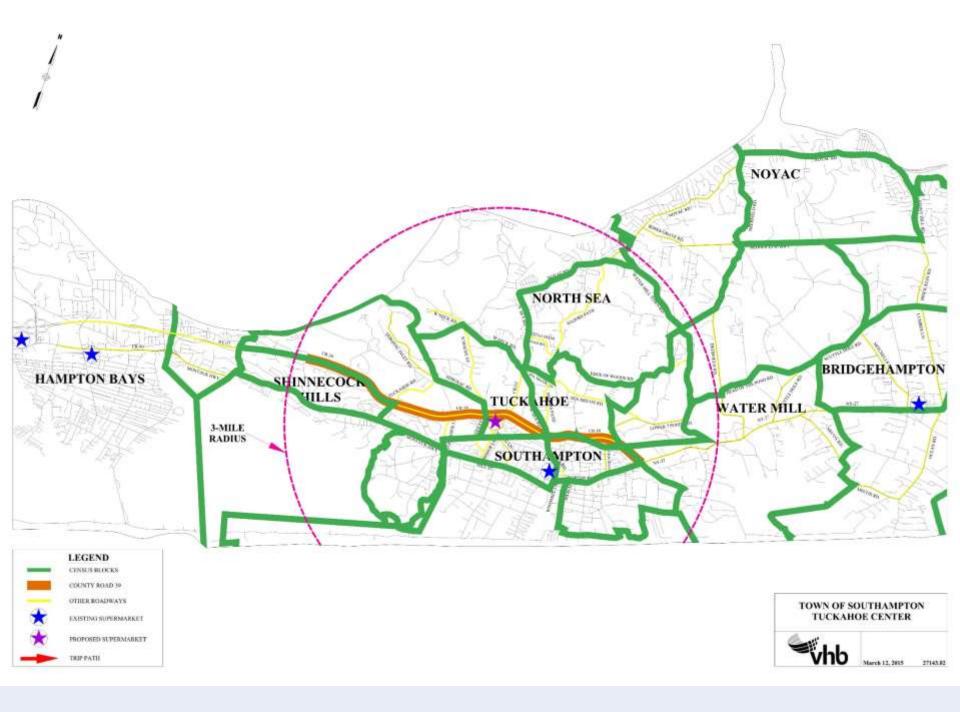


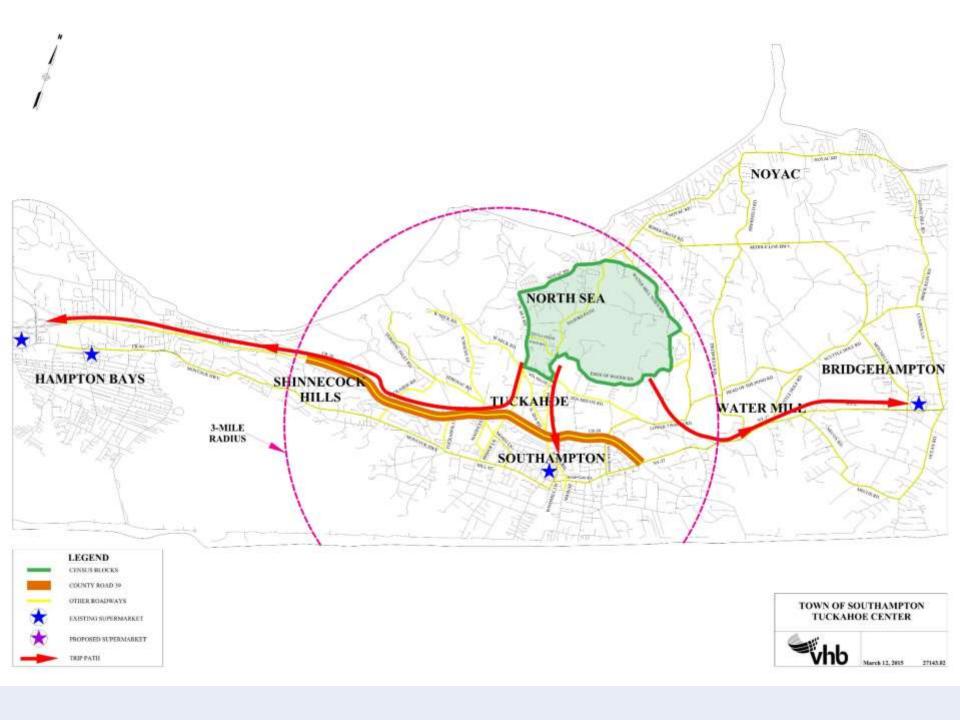


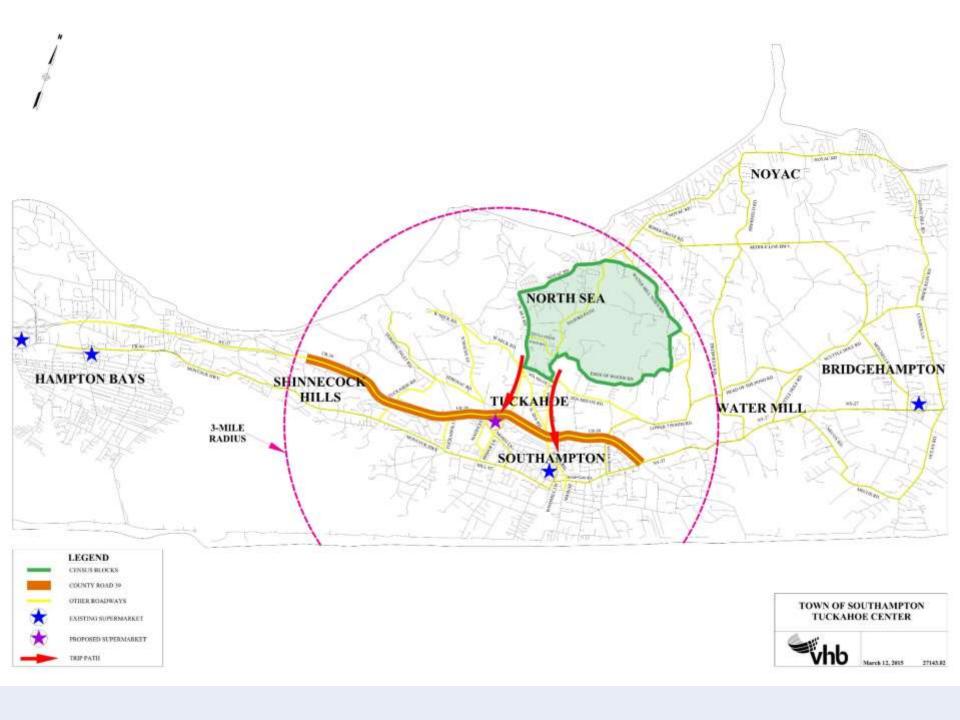
TOWN OF SOUTHAMPTON TUCKAHOE CENTER

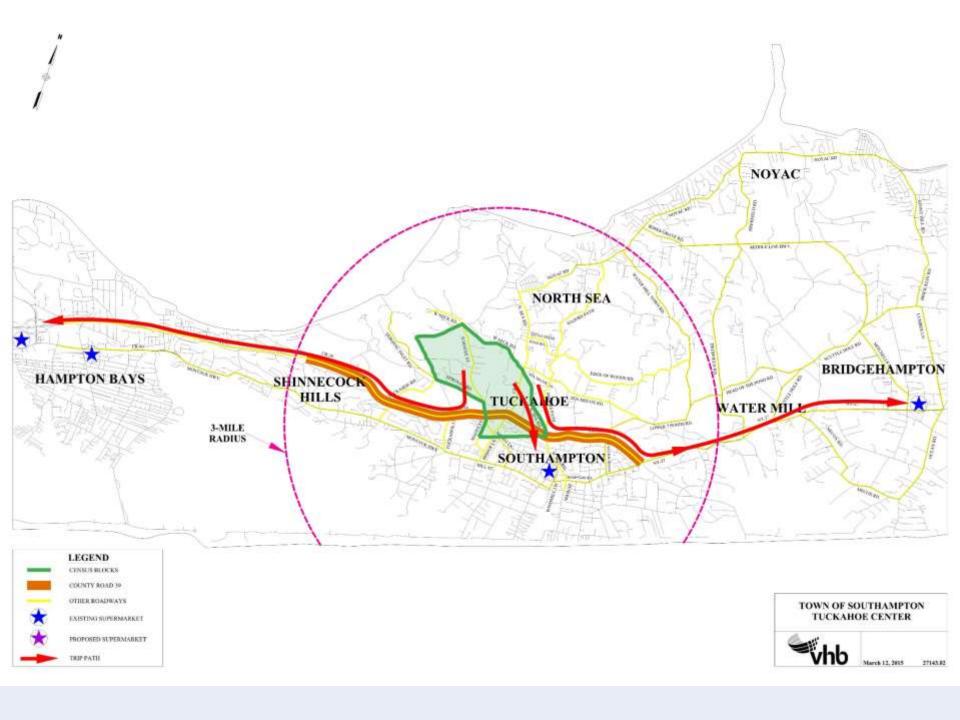


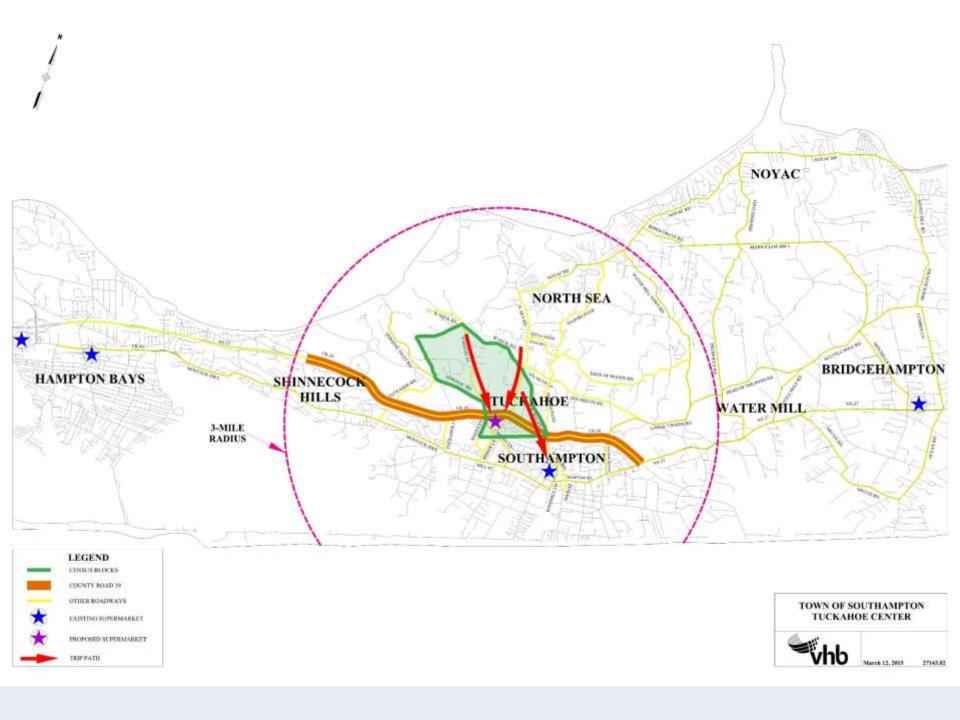
March 12, 2615

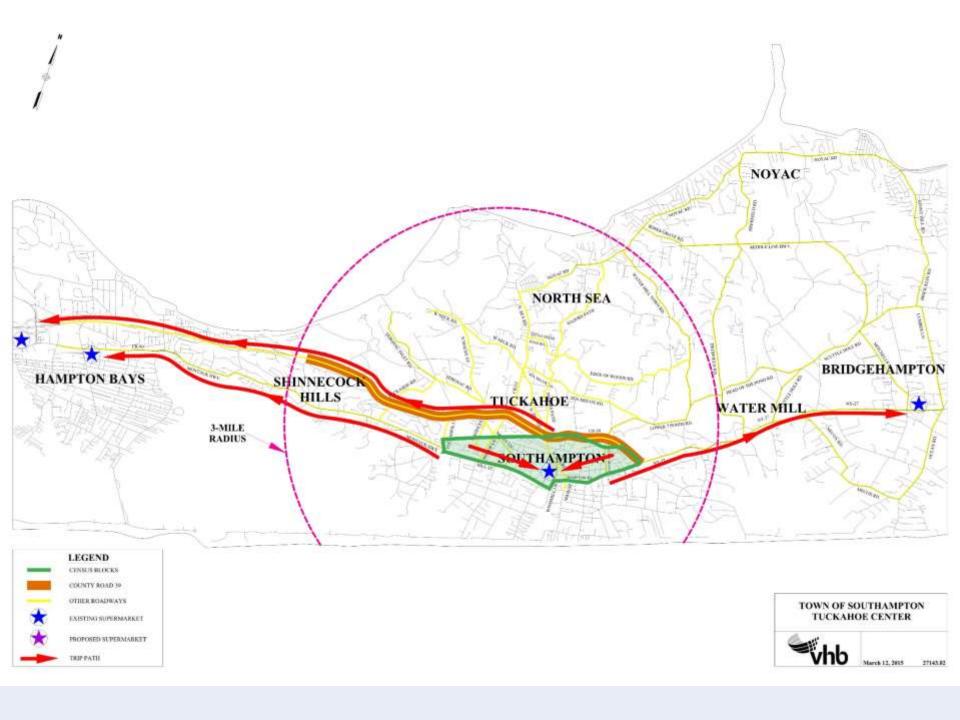


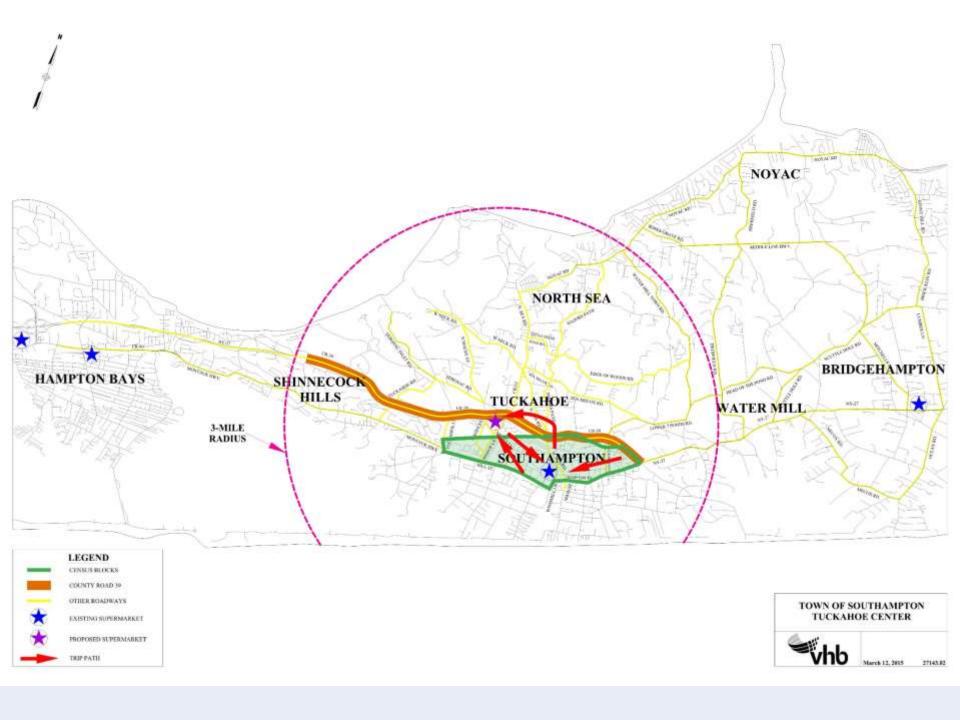


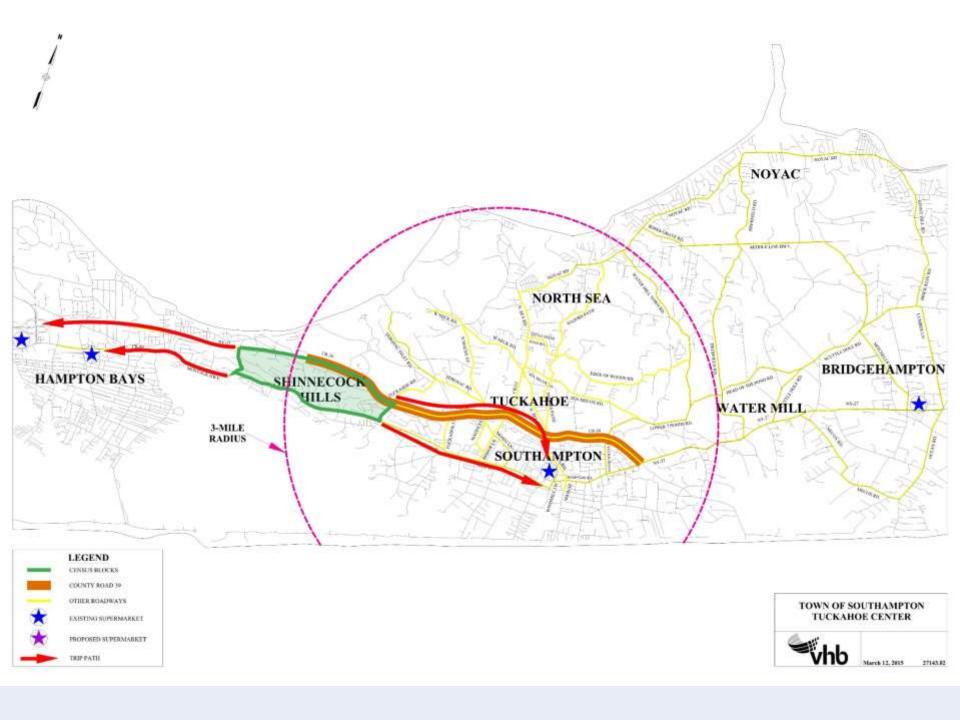


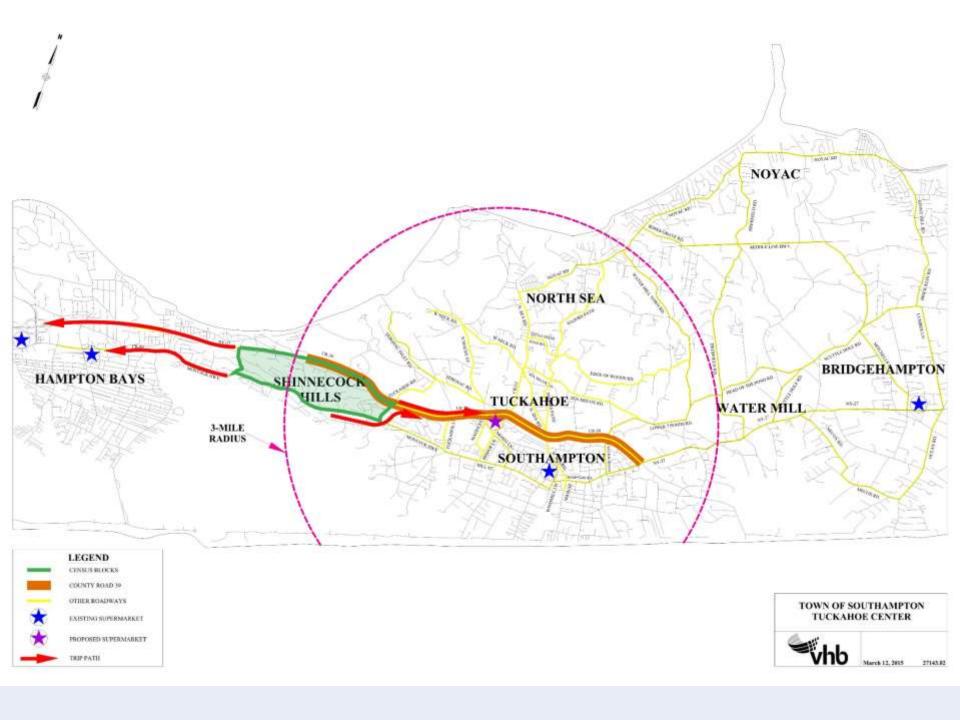












Trucks and Deliveries at Supermarket

Type of Tuck	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Tractor-trailers	7	7	5	7	5	2
Box trucks	16	11	9	15	11	8

- Numbers of trucks is not high
 - These figures are over the entire day
- Most Trucks already on CR 39
 - Vendors
 - Parcel Delivery/Mail/Trash pickup
- New Supermarket Deliveries
 - All will use CR 39
 - Prohibited to south
 - Under the control of the supermarket
- No trucks on village streets

Traffic Safety Considerations

- TIS included a full study of area accident history
- Development as proposed eliminates 4 existing uncontrolled access points and the potential for 4 future uncontrolled access points
- Development as proposed results in a single access point on CR39
 - Easterly egress will be eliminated
- Unprotected left turns out of the site are prohibited
- A safety shoulder to be provided on CR 39 for the full length of the site

Tuckahoe School

- Residents of the area north of the Tuckahoe School are already travelling to area supermarkets
- Many of these residents are using Magee Street adjacent to the school to access CR 39 and Southampton
- These residents will still use Magee Street, but to access the new supermarket
- Increases in traffic in front of the school are minimized
- The peak periods of supermarket activity do not coincide with that of the school
- School has appropriately marked and signed crosswalk with a crossing guard assisting students and parents crossing Magee Street

Potential As-of-Right Development

- Under existing HB zoning, the subject site could be developed as four different lots with four different uses.
- Development as-of-right could result in four separate uncontrolled access points
- As-of-right development may result in more new trips, and higher levels of vehicle miles traveled

Moses Lane / Bishops Lane at the LIRR



- Crossing gates are present
- Review of the crash history reveals no reported accidents at this system of intersections during the three-year study period

Tuckahoe Center is Located on a Straight Segment of Highway



There are no curves that affect sight distance, or safety considerations at the proposed site access

CR 39 is an Arterial Highway

- CR 39 was constructed without access control, and it serves the dual purpose of accommodating through traffic and providing access to local roads and roadside development.
- Tuckahoe Center as proposed includes a number of strategies that are in keeping with good arterial access management practices
 - Single access point on CR 39
 - Restricted turning movements at access on CR 39
 - Access to a signalize intersection
 - Potential for future cross access to adjacent properties
 - Public access easement to Magee Street

Summary of Key Points

- The development of the proposed supermarket will not create new supermarket shoppers in the Town – it will simply modify existing household supermarket trips
- Vehicle Miles Traveled in the area will be reduced by approximately 690,000 annually
- The construction of Tuckahoe Center will include mitigation measures to minimize impacts
 - Construction of a safety shoulder on CR 39 for the length of the site
 - Potential to provide of a formal, off roadway bus stop and shelter
 - A reduction in the number of curb-cuts, presently and in the future
 - Establishment of a public access easement across the property
 - Elimination of the previously-proposed easternmost egress

Summary of Key Points

- Development team is continuing to work with Town planners and consultant to identify additional mitigation and revise plan to further enhance the plan and minimize impacts
 - Potential of revising entry location on CR 39 for westbound left turns
 - Potential of providing a left-turn arrow on westbound CR 39 to Magee Street
 - Elimination of the site easterly exit driveway
 - Extension of the southbound left turn lane on Magee Street
 - Potential improvements to Magee Street, site access to CR 39
 - Contribution toward land preservation to preclude future traffic inducing development



Tuckahoe Center

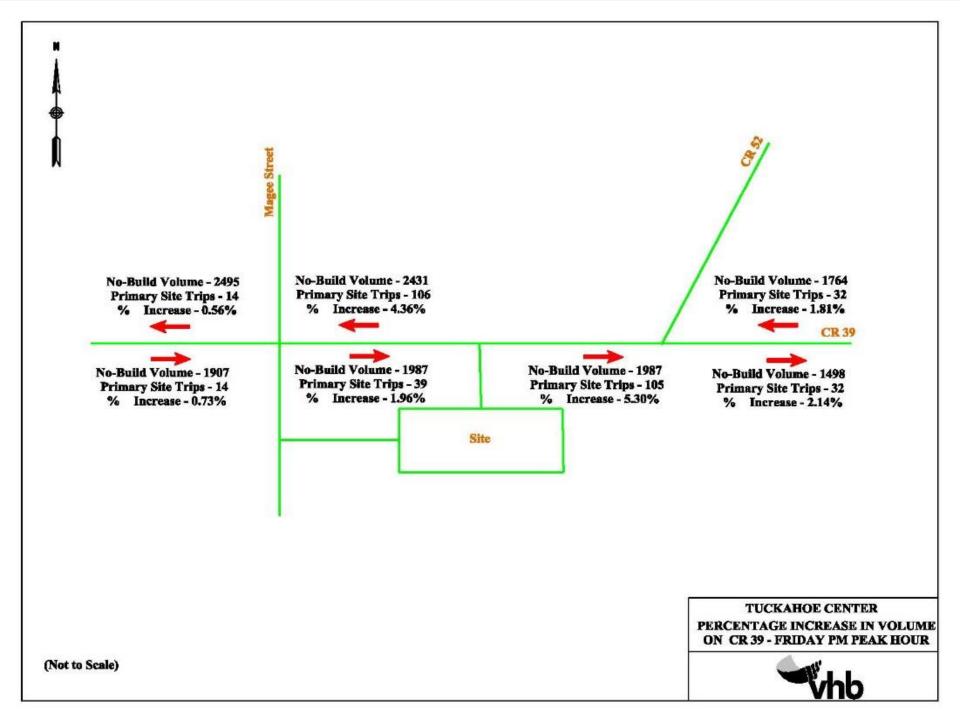
Traffic and Transportation



Site Trip Generation Adjustments

	PM Supermarket Site Volumes					
	Volume/Percent			Effect		
	Enter Exit			Enter	Exit	
Gross Trip Generation	202	194		202	194	
Pass-By	19% to 57% (36% Avg)			-38 to -115	-37 to -110	
Diverted Link	20% to 50% (38% Avg)			-40 to -101	-39 to -97	
Total Avg of Credits	74%			-149	-136	
Resultant Primary Trips (Based on Averages)	26%			53	50	

	PM Other Center Site Volumes (Balance of Site)					
	Volume/Percent			Effect		
	Enter	Exit		Enter	Exit	
Gross Trip Generation	129	133		129	133	
Pass-By	19% to 68% (34% Avg)			-25 to -88	-25 to -90	
Diverted Link	24% to 41% (32% Avg)			-31 to -53	-32 to -55	
Total Avg of Credits	66%			-85	-88	
Resultant Primary Trips (Based on Averages)	34%			44	45	
Total Site Resultant Primary Trips (Based on Averages)	29%			97	95	



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Mitigation Measures

- Public access easement to Magee Street
- Extension of southbound left-turn lane on Magee Street
- Elimination of previously proposed eastern access point
- Left turns directly into the site eliminated
- Left turn arrows/phases in three directions at Magee Street
- Safety shoulder and accel/decel lanes along site frontage
- Applicant willing to contribute toward purchase of development rights – reduction of future traffic increases